

PRESS RELEASE

Environmental Action Germany finds Euro 6 diesel cars exceed the nitrogen oxide limit values by up to 17.2 times in winter exhaust emission tests

Euro 6 diesel cars much dirtier in winter than Euro 4 diesel – Negative frontrunners made in Germany are the Mercedes B-Class, the Opel Zafira Tourer and the Mercedes C-Class – Four of the diesel cars tested do not even achieve the Euro 1 limit value of 1992: the Fiat 500x, the Renault Captur, the Volvo S90 and the Mercedes B-Class – DUH welcomes the criminal investigations launched against Renault in France and Daimler in Germany in March – DUH National Manager Jürgen Resch accuses the German government of unlawful agreements with automobile manufacturers

Berlin, 29.03.2017: Environmental Action Germany (DUH) has revealed its winter exhaust emissions tests of 16 new diesel passenger cars in real road operation. Contrary to the summer measurements presented in September 2016, the tests took place at the low outdoor temperatures that are typical between September and March. The result is alarming: if the nitrogen oxide emissions (NOx) were 9.2 times higher than the permitted Euro 6 limit value in the summer half year, they were more than 17.2 times higher than the permitted value during the winter measurements. The winter exhaust emission measurements of the DUH show that the toxic NOx emissions of the Euro 6 diesel cars tested on the road are even higher than those of Euro 4 diesel cars. *"This means that the general exceptions to the driving bans for Euro 6 diesel cars are off the table,"* says Jürgen Resch, DUH National Manager.

In January 2016, the DUH revealed the unlawful shutdown of a proper exhaust gas purification system at Mercedes, and, in the meantime, among all the manufacturers of diesel cars tested. Fiat/Chrysler deactivates the system even at temperatures of less than +19 degrees Celsius; Opel, Daimler (Mercedes A-/B-Class), Porsche and Renault at below +17 degrees Celsius and Daimler (as of the C-Class) below +10 degrees Celsius. These are clearly illegal switch-off devices.

The DUH measurements conducted within the scope of its Emission Control Institute thus took place at external temperatures ranging between -5 degrees Celsius and a maximum of +16 degrees Celsius. Fifteen diesel cars of exhaust gas standard Euro 6 and one Euro 5 car were tested.

Two of the three dirtiest vehicles made in Germany come from the Daimler company: the negative forerunner in this group is the Mercedes B 180 d (1,039 mg NOx/km), which was 13 times higher than the limit allowed. The Opel Zafira Tourer 1.6 CDTi (995 mg NOx/km) was 12.4 times over the limit and, finally, the Mercedes C 220 d (770 mg NOx/km) 9.6 times.

The four dirtiest diesel vehicles overall do not even comply with the Euro 1 limit value of 1992. The overall record holder for negative results is the Fiat 500X 2.0 Cross 4x4, with a value of 1,380 mg NOx/km, i.e. 17.2 times over the legally prescribed EU limit value of 80 mg NOx/km. This is followed by the Renault Captur 1.5 dCi 110 with 1,316 mg NOx/km (16.5 times over the EU limit value), the Volvo S90 4D with 1,076 mg NOx/km (13.4 times over the limit), and the Mercedes B 180 d with 1,039 Mg NOx/km (13 times over the limit).

Two vehicles comply with the EU limit value, thus showing that effective exhaust gas cleaning is technically feasible, even at winter temperatures. They are the Mercedes E-Class 200d of the new engine generation (654) (43 mg NOx/km) and the Audi A5 2.0 TDI (40 mg NOx/km).

"While the German government is still actively hindering a review of the diesel exhaust scandal, the French and American authorities, as well as – since last week – the public prosecutor's office of Stuttgart, are now officially investigating Renault and Daimler. The shutting down of the proper exhaust gas cleaning system in the winter months, as revealed by the DUH, is regarded by them as being as illegal as the non-disclosure of this criminal act to the customers in the advertising of diesel vehicles," says Jürgen Resch.

Since October 2015, the DUH has continuously furnished the results of its investigations to the American, French and German authorities as well as to the public prosecutor's offices in Stuttgart and Frankfurt. While the Federal Minister of Transport, Alexander Dobrindt, has refused to hold any official talks with the DUH for 18 months now, and has spoken exclusively with the car industry, the French and American authorities as well as the Stuttgart prosecutor's office have initiated investigations against the manufacturers in question. The DUH is awaiting the decision of the Frankfurt prosecutor's office on the DUH's criminal charge against Opel boss Neumann on account of exhaust gas fraud.

"The technology to comply with the limits – even at low ambient temperatures – does exist. Just to save money at the expense of people's health and the environment, most manufacturers are installing poor exhaust gas cleaning technology in their cars. Either the diesel cars comply with the exhaust gas limits on the road or the diesel engine has no future in passenger cars," states international transport consultant Axel Friedrich.

Background:

Commission Regulation (EC) No 692/2008 on the type-approval of motor vehicles clearly requires the full functionality of the exhaust gas reduction system even in the cold half of year at ambient temperatures of up to -15° C. Quotation from the Regulation: "Manufacturers shall ensure that the emission control system retains its emission control function during all ambient conditions regularly found in the European Union, especially at low ambient temperatures." For the temperature of -15° C, the Regulation even prescribes special tests and concludes that even at this low temperature, the emission control system can operate correctly.

Links:

To the measurement results: <http://l.duh.de/p170329>

Press photos: <http://l.duh.de/ekipressefotos>

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